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Apr. 23rd.—Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. MALTA.
Apr. 23rd.—Europe via Siberia, at 1 p.m., per s.s. Tacoma Maru.
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Apr. 23rd.—Europe via Siberia, at 4 p.m., per s.s. SARDINIA.
Apr. 24th.—Philippine Islands, Formosa via Keelung, Japan via Moji, Victoria, B.O., and Tacoma, at 1 p.m., per s.s. PANAMA MARU.
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INTIMATIONS

ORDER AT ONCE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR 1915.

INDISPENSABLE TO EVERY BUSINESS MAN.

TO BE OBTAINED FROM THE HONGKONG DAILY PRESS OFFICE AND LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy, owing to changes incidental to the War.

Hongkong, 16th March, 1915.

SOLIGNUM

FOR WOOD WORK, BRICK WORK, ETC.

Absolute death to the White Ant.

Manufactured by MAJOR & CO., HULL.

Supplied in BROWN, RED AND GREEN COLOURS OF VARIOUS SHADES.

Sole Agents—THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Telephone 1710. Hongkong, 21st January, 1915. [192]

FOR SALE. All kinds of FOREIGN POSTAGE STAMPS, ALBUMS, and other.

PHILATELIC GOODS, at Prices to suit any Buyers. GRACE & CO., [CANN ROAD, NO. 11A, HONGKONG, 1st April, 1915.] [468]

NEW CARTRIDGES. BY popular English Manufacturers In all Bore and Size.

SMOKELESS POWDER and CHILLED SEED. From No. 10 to ESSG. at 35, 37 and 37.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & CO. Hongkong, 4th February, 1915. [159]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE. Photographic Cards of Every Description in Stock.

Developing, Printing and Enlarging. Canton Marbles in Various Shades. TELEPHONE 219. Hongkong, 4th February, 1915. [156]

YEW LEE. AH CHEONG AND L. HANSEN. STEVEDORES, SHIP-CHANDLERS, AND COMMODORES, 15, LES YUEN STREET, WEST.

Telephone No. 1230. Hongkong, 27th October, 1914. [204]

中港報 CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY in the oldest and still immensurable best Advertising medium among the Native Community.

Established for over FIFTY YEARS. Circulates largely throughout Southern China and Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 15, First Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING.

PATRON:—H.E. Sir F. H. May, K.C.M.G., H.E. Vice-Admiral Sir T. H. M. Jeram, R.N., K.C.D., H.E. Maj-General F. H. Kelly, C.B., and Commodore R. H. Anstruther, R.N., C.M.G.

COMMITTEE:—The Stewards of the Hongkong Jockey Club (Ex-Officio), the Hon. Mr. D. Landale, Mr. D. M. Ross, Mr. H. P. White, Mr. G. K. Hall, Mr. G. H. Potts, and Capt. F. W. Thicknesse.

JUDGE:—Mr. G. H. Potts. HANDICAPPER:—Mr. D. M. Ross. CLERK OF THE SCALES:—Mr. A. Charlton. STARTER:—Mr. Paul M. Hodgson. TIME-KEEPER:—Mr. M. S. Sassoon.

Postponed from Saturday, the opening meeting of the season of the Hongkong Gymkhana Club did not draw a large crowd of spectators yesterday. The weather was in striking contrast to that which prevailed on Saturday, a tropical sun shining throughout the afternoon. Among those present were H.E. the Governor, Lady May and the Misses May, and Sir William and Lady Rees Davies.

The programme was composed of six events, all of which were keenly contested and thoroughly interesting, especially the miscellaneous item of lemon slicing.

The last race is worthy of comment in that the winning jockey, Capt. Anderson, of an Indian Lancers regiment, had not previously ridden over the Happy Valley course. Shabrang was also an unknown quantity to the rider, who, however, surmounted all difficulties and won handsomely. Throughout the racing the band of the 74th Punjabis discoursed lively selections. Details:—

HALF MILE RACE:—For subscription gr-fins of the season 1914-1915 which have run and not won an Official Race. Weight for inches as per scale.

Mr. Shellim's Lucky Gem, 191lb (Mr. Knoll) 1

Mr. Beeton's Kukri, 160lb (Mr. H. Seth) 2

Mr. Ellis Kadoorie's Barada Chief, 152lb (Mr. Hickman) 3

Mr. Vaughan Read's Kosmo Pop, 135lb (Mr. Read) 0

Mr. Brutton's Thurlston, 152lb (Mr. Brutton) 0

Four of the field came away from the start well together, but Kosmo Pop was left. Lucky Gem soon showed the way, with Kukri almost in partnership and Barada Chief some distance behind, third. Bounding the bend the two leaders had a substantial advantage, which, however, was reduced in the home straight. A spirited contest between Knoll's mount and Kukri ended in favour of the former, by a length and a half, a neck only separating Kukri and the Chief.

Time: 1min. 02secs. Cash Sweeps. Ticket No. Winner: \$16.00 1, 33, \$113.40 2, 5.80 2, 21, 32.40 3, 1, 13.20

GYMKHANA STAKES.—Value \$500. Distance—One mile. For all China ponies. Catch weights at 10st. 6lb.

Mr. Sedgwick's Roman Chief, 146lb (Mr. Sedgwick) 1

Mr. Tierce's Dunrobin, 151lb (Mr. Hickman) 2

Mr. Adams, Castellani, 141lb (Owner) 3

Mr. Brutton's Sunlight, 151lb (Mr. Brutton) 0

Mr. Horsford's Mascotte, 153lb (Mr. Gibb) 0

Sir Paul's Duke Dahlia, 146lb (Mr. Knoll) 0

Mr. David Landale's Tinker, 147lb (Mr. Boyd) 0

Mr. F. A. Gae's Alverstoke, 140lb (Owner) 0

Mr. Blank's Wild Cat, 146lb (Mr. Forbes) 0

Mr. Moonraker's Maybey, 149lb (Mr. H. Seth) 0

The field came away at the fall of the flag in a bunch, and ran in procession practically the whole journey round. Mascotte and Dunrobin passed and re-passed each other in the van, but at the distance post it was obvious that Hickman's mount had shot his bolt. The Chief, coming through as a raking stride, went away beautifully, and was a good winner by five lengths, finishing quite fresh. A distance of a length and a half divided Dunrobin and Castellani (third).

Time: 2min. 09 2-5secs. Cash Sweeps. Ticket No. Winner: \$24.10 1, 13.40 1, 28, \$395.50 2, 15.00 2, 8, 113.40 3, 20.80 3, 32, 58.70

LADIES' NOMINATION.—Lemon Cutting. Two runs. Open to members of the Jockey, Polo, and Gymkhana Clubs, and to Naval and Military Officers. Each competitor to be nominated by a lady. Prizes for successful competitors and souvenirs for ladies nominating them presented by the Gymkhana Club.

Nominated by 1 Mr. L. P. Goldney, Mrs. Currie, 2 Lieut. A. W. Forbes, Miss Lammert, 3 F. W. Thicknesse, Mrs. Mead, Major Lawder, Mrs. Lawder, Mr. C. C. Boyd, Mrs. Landale, Capt. W. H. Smith, Miss Wilkinson, Mr. H. Seth, Mrs. Bain, Mr. H. P. Hickman, Mrs. Hickman, Mr. J. Gibb, Miss Duffy, Mr. C. H. Blason, Mrs. Forsyth, Mr. Knoll, Mrs. Shellim.

Cash Sweeps. Ticket No. Winner: \$23.50 1, 9.50 1, 47, 481.35 2, 13.60 2, 149, 137.70 3, 16.00 3, 79, 63.85

ONE MRS RACE.—For subscription gr-fins of any season. Weight for inches as per scale. Winners of one official race 5lbs. extra; of two or more official races allowed 5lbs.

Dr. Forsyth's Lorenzo, 165lb (Mr. Forbes) 1

Mr. Kadoorie's Barada Chief, 150lb (Mr. Hickman) 2

Mr. Shellim's Lucky Gem, 157lb (Mr. Knoll) 3

Mr. D. Landale's Soldier, 160lb (Mr. Boyd) 0

Mr. D. M. Ross' Madevo, 157lb (Mr. Sedgwick) 0

Mr. Brutton's Thurlston, 150lb (Owner) 0

Following a moderate start, Kukri quickly ran away from the rest of the field, and gradually increasing his advantage, led by many lengths up the incline. The remainder of the ponies raced in a cluster, Lucky Gem being slightly in front. At the village Kukri slackened paces considerably, and the field slowly closed up. The leader was manifestly finished, and he was overhauled in the straight, Lucky Gem and Lorenzo competing strenuously for first place. The Chief came along smartly a few yards from home, and nearly caught the leader, but failed by half a length. A similar distance divided the Chief and Lucky Gem.

Time: 2min. 12secs. Cash Sweeps. Ticket No. Winner: \$43.80 1, 123, \$519.75 2, 9.40 2, 58, 148.50 3, 10.10 3, 71, 74.25

POLO Pony SCURRY.—Quarter Mile.—For bond fide polo ponies to be ridden by playing members of the Hongkong Polo Club.

Mr. Gilpin's Sir Galahad, 168lb (Mr. Knoll) 1

Mr. C. C. Boyd's Tipperary, 168lb (Mr. Boyd) 2

Lieut. Forbes' Dirty Dick, 168lb (Lieut. Forbes) 3

Lieut. Handley's Scout, 168lb (Mr. Thompson) 0

Capt. H. Smith's Revenue, 133lb (Mr. Smith) 0

Messrs. Quin and Thicknesse's I.D., 161lb (Mr. Thicknesse) 0

Mr. L. P. Goldney's Joy, 168lb (Mr. Goldney) 0

Sir Galahad led all the way, and won easily by nearly a length and a half, a neck only dividing second from third.

Time: 30secs. Cash Sweeps. Ticket No. Winner: \$8.30 1, 6.10 1, 92, \$538.65 2, 8.10 2, 68, 153.93 3, 9.70 3, 35, 76.95

ONE AND A QUARTER MILE RACE.—Handicap.—For all China ponies.

Mr. Nemazee's Shabrang, 152lb (Mr. Anderson) 1

Mr. Moonraker's Maybey, 152lb (Mr. Hickman) 2

Mr. Brutton's Sevington, 146lb (Mr. Knoll) 3

Mr. D. Landale's Tinker, 147lb (Mr. Sedgwick) 0

Mr. D. Landale's Soldier, 150lb (Mr. Boyd) 0

Mr. Blank's Wild Cat, 146lb (Mr. Forbes) 0

Mr. Hind's Beatoock, 144lb (Owner) 0

When the ponies settled down Beatoock was leading, followed by Soldier and Shabrang, with Tinker last. The same order was maintained up to the Rock. Round the village bend Shabrang came to the fore and, increasing the advantage won by a length and a half from Maybey with Sevington half a length behind the second pony.

Time: 2min. 49secs. Cash Sweeps. Ticket No. Winner: \$50.40 1, 7.30 1, 66, \$652.05 2, 5.50 2, 56, 186.50 3, 8.00 3, 18, 93.15

ASSOCIATION FOOTBALL. CHINESE v. HONGKONG.

Seven selected from the best European players of Soccer in the Colony were opposed to a Chinese team on the Hongkong F. C. ground last evening.

The Chinese team is to represent China in the Olympic at Shanghai shortly, and although four of the picked team were away, they put up a splendid game. Their opponents won by two goals to nil, but were somewhat lucky to do so. The Chinese were speedy and clever, but sadly lacked weight, and but for this disadvantage they would probably have won. N. Croucher and Davies scored for the Europeans, both goals being the result of some good footwork. Mr. J. MacPherson was the referee.

HONGKONG TENNIS TOURNAMENT. YESTERDAY'S RESULTS.

The following were the results of the games which were played yesterday:—Mixed Doubles handicap:—Mrs. Winslow and Nesbit (owe 30/1), defeated Mrs. Woolle and Sandford (sec. 15/1), 6-1, 6-2.

Professional Pairs:—R. Hancock and H. Hancock defeated Murphy and Thurlston, 6-3, 6-2.

Handicap Singles, "B" Class:—Miskin (owe 25), defeated Larkin (rec. 15), 6-4, 6-4.

The winners in the above games pass into the semi-final. Handicap Doubles:—Woodcock and Lindsay Woods (rec. 15), defeated Redmond and Brayshaw (owe 5/6), 6-1, 6-1.

Lord Kitchener, during a week-end visit to Liverpool, gave the Labour Leader a letter containing the statement:—"If the dockers refusing to work over-time remain deaf to appeals I shall have to consider steps that will have to be taken to ensure what is required at Liverpool being done."

"GIVE NO NOTICE"

A GERMAN HINT TO SUBMARINE CAPTAINS.

While some German critics are fully satisfied with the progress of the submarine campaign and describe England as in process of being choked by the "iron ring closing round her with mathematical certainty," Count Reventlow considers that "suicidal humanitarianism" on the part of submarine captains is whittling away the whole scheme.

Count Reventlow is acknowledged in Germany as an expert critic, and both before and during the war has had the reputation of being in specially close touch with the German Admiralty. His views, therefore, may be taken to represent an Admiralty hint.

"Masses of light vessels, especially destroyers," he asserts in the *Deutsche Tageszeitung*, "have been gathered by the British Admiralty in the Irish Sea and the Channel, but the torpedo-boat is recognised as the submarine's worst enemy. They can be used in all waters. There are large numbers of them available; they are exceedingly mobile, and can rise from passivity to maximum speed at a moment's notice. They carry guns with very rapid fire and capable of mortally injuring at a considerable distance any submarine showing itself on the surface."

Count Reventlow proceeds to describe the method of using destroyers to catch submarines. "We have to picture a submarine hunt by destroyers somewhat thus: These light craft either cruise at definite distances from another or they lie still, preserving the same distance. Each of them, however, exercises all the time an extremely careful control of that section of the surface of the sea appointed for it. The moment that the periscope of a submarine or perhaps even the conning tower appears above the surface it is fired at, or else a torpedo-boat or destroyer which happens to be favourably placed for the manœuvre leaps at top speed towards the point where the submarine has appeared, its object being to ram the submarine before the adversary has seen it or has had time to dive deep enough to enable the enemy's vessel to glide over it. Even if the attempt to ram is a failure the enemy's destroyers only increase their watchfulness. On this ground that the submarine must sooner or later come somewhere to the surface to get its bearings. That is particularly the case in waters where there is a great deal of merchant shipping."

Explaining the picture thus drawn, Reventlow points out that owing to the narrow range of vision of the submarine through its periscope, or even from the conning tower, compared to the range of its own visibility from the bridge of a destroyer, it is quite possible for a destroyer to perceive it and reach the spot travelling at full speed before the submarine in turn can sight the destroyer and dive to safety.

"It follows necessarily," he says, "that submarines should show themselves as little as possible on the surface of the water. In recent days it has been repeatedly stated that German submarines have summoned British and French steamers to stop and ordered the crew to leave the vessel by signal or megaphone. That is doubtless humane, but it is exceedingly dangerous and may even be suicidal. It is probable, he argues, that destroyers so far off or in such a light as to be invisible from a submarine may now the meeting of steamer and submarine through powerful modern glasses and may rapidly approach the spot, possibly even concealed behind merchant ships. The delay in sinking the stopped merchantman may then easily prove fatal to the submarine. The necessary conclusion, he adds, is that this dangerous humanitarianism may "endanger the whole strategic purpose of the submarine in this shipping war." He desires not to be understood, however, as suggesting that this or similar "suicidal humanitarianism" was necessarily the cause of the loss of *U8* and *U12*. (He would, of course, have to think so.)

He then tells captains of submarines what they are to do. They are to appear "as little as possible" upon the surface, and only so long and so far as it is necessary to keep the merchant-ship in view until the torpedo is actually fired. Vessels are not to be summoned, nor are crews to be given warning, for "if the submarine war against British and French trade is to be permanently effective any consideration for the crews of the enemy's steamers must disappear before the supreme command of self-preservation on the part of the submarine. If the British Admiralty wants the steamers saved, it must take its torpedo-boats, and its armed yachts and other vessels away from the war zone."

INTIMATIONS

LANE, CRAWFORD & Co.



Happy Get Up Happy. Loose-Fitting B.V.D. (Trade Mark) Short Sleeve, Knee Length Sleeping Suit. Made from thin, cool fabrics that let the air through. Cut on full, free lines that prevent tightness at any point. The comfort sleeping suit to be had. Note a penny more costly than night apparel of any other sort that you might purchase.

AGENTS FOR "B. V. D." SLEEPING SUITS

WHITE NAINBOOK ALL SIZES. \$3.00 PER SUIT.

COLOURED SOIESETTE ALL SIZES. \$4.75 PER SUIT.

"B. V. D." UNDERWEAR COAT CUT VESTS \$1.50 & \$2.50 Each. KNEE LENGTH DRAWERS \$1.50 & \$2.50 Per Pair.

LIGHT WEIGHT P Y J A M A S U I T S IN CEYLON, WOOL CREPE, WOOL TAFFATA, VIYELLA, Etc. From \$6.00 to \$10.00 Per Suit. LANE, CRAWFORD & CO.

BIJOU THEATRE. SPECIAL ENGAGEMENT. FOR A SHORT SEASON ONLY. TO-NIGHT! TO-NIGHT!! of ALBERT MORROW. THE ACTOR MAGICIAN. Featuring his Weird Novelty. GRAFT DRAMATIC AND COMIC FILMS, Etc. 9.15 P.M. ORCHESTRA IN ATTENDANCE. Hongkong, 21st April, 1915. [626]

NOTICE. WE HAVE from this date Opened an Office and Show-room in the HONGKONG HOTEL BUILDING, Pedder Street, and have engaged a staff of Salesmen and Mechanics attending exclusively to the Sale and Repair of REMINGTON TYPEWRITERS.

The superiority and the QUALITY of the REMINGTON TYPEWRITER COMPANY'S Productions are well-known in all parts of the World, and we therefore appeal with confidence to ALL users of Typewriters.

May our representative call on YOU with regard to a Machine or to arranging a contract for cleaning and looking after your Typewriters by the year?

MUSTARD & Co., HONGKONG HOTEL BUILDING, Pedder Street, Sole Distributors for HONGKONG, CHINA AND MACAO, REMINGTON TYPEWRITER Co.

Hongkong, 15th April, 1915. [502]

BEFORE LEAVING FOR HOME ON A HOLIDAY ORDER THE "HONGKONG WEEKLY PRESS" TO BE SENT TO YOU, AND SO KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

NEW ADVERTISEMENTS

WANTED:
BRITISH OFFICE ASSISTANT for
Hongkong Firm. Good prospects for
suitable applicant.
Reply to—
"ASSISTANT,"
Care of "Daily Press" Office.
Hongkong, 22nd April, 1915. [629]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship
"SANTHIA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be
landed at once, at Consignees' risk and
expense.
Cargo remaining on board after the
22nd inst. will be landed at Consignees'
risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 2nd April, 1915. [29]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the
above Club will be held on SATURDAY,
the 24th April, 1915, at 12.30 P.M., at the Office
of the HONGKONG JOCKEY CLUB, on the Ground
Floor of the HONGKONG CLUB ANNEX, Charter
Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 10th April, 1915. [483]

HONGKONG GENERAL CHAMBER
OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING of the
Members of the HONGKONG
GENERAL CHAMBER OF COMMERCE
will be held on MONDAY, the 26th April,
1915, at 4 o'clock P.M., in the
OLD CHAMBER OF COMMERCE ROOM
(CITY HALL), for the following purposes—

- (1) To receive the Report and Accounts of the
Committee for the year ended 31st
December, 1914.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 15th April, 1915. [499]

THE TEBONG RUBBER AND
TAPIOCA ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the
SEVENTH ANNUAL GENERAL
MEETING of SHAREHOLDERS in the
above Company will be held on FRIDAY,
the 28th day of May, 1915, at 4 P.M. at No. 10,
Canton Road, Shanghai.
The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 28th
May, 1915, both days inclusive.
By Order of the Board of Directors,
J. A. WATKIE & Co., Ltd.,
Secretaries and General Managers. [520]

THE TEBONG RUBBER AND
TAPIOCA ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the TEBONG RUBBER AND
TAPIOCA ESTATE, LIMITED, will be held
at 10, Canton Road, Shanghai, on the 28th day
of May, 1915, at 4.15 o'clock in the afternoon,
for the purpose of (1) considering and if thought
fit approving the draft new Articles which will
be submitted to the Meeting and in the event
of the approval of the draft with or without
modifications (2) considering and if thought fit
passing a Resolution which will be proposed as
an Extraordinary Resolution, to the effect
"THAT the new Articles already approved
by the Meeting and for the purpose of
"Identification" subscribed by the Chairman
thereof, be and the same are hereby approved
and that such resolutions be and they are
hereby adopted as the Articles of the Company
in substitution for and to the exclusion of all
the existing Articles thereof."
A copy of the proposed new Articles may be
seen at the Company's Head Office.
Should the above Resolution be passed by the
majority it will be submitted for
confirmation as a Special Resolution to a
further Extraordinary General Meeting and
such Meeting will be held on the 11th day of
June, 1915, at the same time and place for the
purpose of considering and if thought fit
confirming such Resolution as a Special
Resolution accordingly.
The TRANSFER BOOKS and Register of
Members of the Company will be CLOSED
from the 1st day of May, to the Twenty-Eighth
day of May, 1915, both days inclusive.
Dated the 14th day of April, 1915.
By Order of the Directors,
J. A. WATKIE & Co., Ltd.,
Secretaries and General Managers. [521]

NOTICE.

All Persons applying to the PROVOST
MARSHAL for Passes are requested in
future to apply between the hours of 9 A.M. to
1 P.M. and 3 to 4 P.M. daily.
Hongkong, 16th February, 1915. [292]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND
BEAUTIFUL VIEW.EXCELLENT CUISINE AND HOME
COMFORT.
MODERATE TERMS. [344]

ENTERTAINMENTS

THEATRE ROYAL.
**MESSRS. CHARLES HOWITT
AND A. PHILLIPS**

T-O-N-I-G-H-T!
LAST PERFORMANCE.

The Brilliant Sporting Comedy,
A MEMBER OF TATTERSALLS.
Mr. PETER PERKS (Bookmaker),
CHARLES HOWITT.

PRICES: \$3, \$2 & \$1.

Commencing at 9.15 Sharp.

BOOKING AT MOUTRIE'S.
Hongkong, 22nd April, 1915. [469]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
FOURTY-NINTH ORDINARY
YEARLY MEETING of the Society will be
held at its Head Office, No. 2, Queen's Buildings,
Hongkong, TO-MORROW (FRIDAY), the
23rd April, 1915, at Noon, for the purpose of
receiving the Report of the Directors together
with the Statements of Account to 31st Decem-
ber, 1914, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society
will be CLOSED from 13th April to the 23rd
April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 9th April, 1915. [484]

CHINA TRADERS' INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
FORTY-NINTH ORDINARY
YEARLY MEETING of the Company will be
held at its Head Office, No. 2, Queen's Buildings,
Hongkong, TO-MORROW (FRIDAY), the
23rd April, 1915, at 12.15 P.M., for the purpose of
receiving the Report of the Directors together
with the Statements of Account to 31st Decem-
ber, 1914, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Company
will be CLOSED from 13th April to the 23rd
April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 9th April, 1915. [485]

THE CHINA-BORNEO CO., LIMITED

NOTICE TO SHAREHOLDERS.

THE TWELFTH YEARLY MEETING of
SHAREHOLDERS of the above
Company will be held at the Company's Office,
St. George's Building, at Noon on FRIDAY,
the 30th April, 1915, to receive a Statement
of Accounts to 31st December, 1914, and the
Report of the General Manager and Consulting
Committee and to elect a Consulting Committee
and Auditor.
The TRANSFER BOOKS of the Company
will be CLOSED from the 16th April to the
30th April, 1915, both days inclusive.
THE CHINA-BORNEO CO., Ltd.,
W. G. DABBY,
General Manager.
Hongkong, 13th April, 1915. [494]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY
MEETING of SHAREHOLDERS
will be held at the Office of the Undersigned
on MONDAY, the 10th May, 1915, at
11.30 A.M.
The TRANSFER BOOKS of the Company
will be CLOSED from the 26th April, to the
10th May, 1915, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 20th April, 1915. [527]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos.

2410/2411 for 10 and 25 Shares
respectively, numbered 12739/12743 and
35563/35583 inclusive, standing in the register
in the joint names of GEORGE ANDREW
HASTINGS and JOHN BARHAM CARLAKK,
Solicitors, Liverpool and Birmingham, having
been LOST or DESTROYED, NOTICE
IS HEREBY GIVEN that unless the said
Certificates be produced at the Office of the
Company, Queen's Buildings, Victoria, Hong-
kong, before the 24th April, 1915, New
Certificates for the said Shares will be issued
and the Old Certificates will thereafter be held
by the Company as Null and Void.
GEO. A. CALDWELL,
Secretary.
Hongkong, 25th March, 1915. [426]

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that
in respect of all SEASON-TICKETS
available for Three Months issued on and after
1st May, next, the respective Prices will be as
follows—
Gentlemen \$36.00
Ladies \$18.00
Children \$12.00

and that the Prices of Servants' Punch Tickets
available for 30 Rides will be \$1.20.
Season Tickets expiring in April can be
extended to April 30th, on same terms *pro rata*
as now in force, but no three-monthly Season
Tickets and no Annual Tickets will be issued
in April.
Notice is further given that on and after 1st
May next, daily return Tickets and Annual
Tickets will be abolished.

By Order of the Directors,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1915. [484]

HOUSES TO LET.

TO LET—FURNISHED.

NO. 4, STEWART TERRACE, THE PEAK.
Rent \$125.
Apply—
"X. Y. Z.,"
Care of "Daily Press" Office.
Hongkong, 16th April, 1915. [508]

TO LET.

A HOUSE in TORRES BUILDINGS,
Kilmory Road, Kowloon.
Apply to—
**SPANISH DOMINICAN
PROCURATION.**
Hongkong, 15th April, 1915. [501]

TO LET.

A HOUSE at Observatory Villas, Kowloon.
Apply to—
ABRAHAM V. APCAR & Co.
Hongkong, 16th March, 1915. [383]

TO LET.

GODOWN, No. 94, Praya East.
Apply—
KWONG HANG HONG, Ltd.,
No. 248, Des Vaux Road Central.
Hongkong, 18th February, 1915. [305]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply—
H. B. FOLLOCK,
Pringle's Buildings.
Hongkong, 20th January, 1915. [51]

TO LET.

A HOUSE in Kowloon Terrace
Kowloon.
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st March, 1915. [45]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PARANET,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

HOUSES in CLIFTON GARDENS,
Conduit Road.
OFFICES, facing the Harbour between the
Hongkong Club and Post Office.
55, 56, 57, "THE RETREAT,"
21, WONG-NEI-CHONG ROAD,
GODOWNS, New Praya, Kowloon Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st April, 1915. [38]

TO LET.

FLATS in Nathan Road, Kowloon.
A FLAT in Humphry's Buildings, Kowloon.
"PENYBREW."
6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon.
5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphry's
Avenue, Gordon Terrace and Salisbury Avenue,
Kowloon.
Apply to—
**HUMPHREYS ESTATE & FINANCE
CO., Ltd.,**
Alexandra Buildings.
Hongkong, 20th April, 1915. [280]

TO LET.

QUEEN'S BUILDING.
TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st March, 1915. [35]

TO LET.

OFFICES in St. George's BUILDING
Second Floor, overlooking Harbour
immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

ALEXANDRA BUILDINGS.
VERY CONVENIENT OFFICES
and ROOMS, including a Fine Commodious
Suite.
Apply—
**SECRETARY,
A. S. WATSON & Co., Ltd.**
Hongkong, 23rd October, 1914. [38]

TO LET.

**THE GROUND FLOOR of No. 6, DES
VAUX ROAD CENTRAL,** occupied
by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th February, 1915. [272]

TO LET.

**"BISHOP'S LODGE SOUTH," No. 11,
THE PEAK, Unfurnished, 6 Rooms.**
No. 25, BELLIOS TERRACE with
entrance on Conduit Road.
3 ROOMS, suitable for Offices, 1st Floor,
Queen's Road Central.
"WESTWARD HO," Bonham Road.
"EGGSEY," No. 124, THE PEAK.
Unfurnished (3 Rooms), from 1st May, 1915.
"MERION," No. 6, THE PEAK, Unfurnished
(6 Rooms).
ROOMS in BEACONSFIELD and 55,
ELGIN TERRACE.
"ROGATE," Astin Road, Kowloon.
No. 2, DES VAUX VILLAS, 51, PRAY
(Unfurnished).
ROOMS, suitable for Offices, on the First
Floor of No. 3, Duddell Street.
No. 69, THE PEAK (CAMERON VILLAS).
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong 20th March, 1915. [43]

INTIMATION

A. S. WATSON
& CO., LTD.

ESTABLISHED 1841.

ERATED WATER
MANUFACTURERS

FORMAZONE.

A REFRESHING, INVIGORATING
and PALATABLE drink particularly suited
for Tennis and Bathing Parties.

PINTS \$1 PER DOZ.

SPLITS 60 CTS. " "

PYERIS.

Chemically an exact reproduction of a well-
known German spring, at half the price. Blends
Perfectly with Spirits, especially Whisky. Once
try a Whisky Pyeris and you will ask for it
again.

PRICES—

\$0.85 PER DOZ. PINTS.

\$0.50 " " SPLITS.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in
the Far East. The real charm of Stone Ginger
Beer is the favour produced by partial
fermentation, without this no Stone Ginger
Beer can be said to be genuine.

PRICE:—\$0.85 PER DOZ.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its
"Dryness" is a feature which has helped to
give this drink the popularity it so well
deserves.

PRICES—

\$1.00 PER DOZ. PINTS.

\$0.60 " " SPLITS.

A. S. WATSON & CO.,

LIMITED.

[18]

BIRTH.

GARWOOD.—On April 14th, at Shanghai,
to Mr. and Mrs. WALTER H. GARWOOD,
a daughter.

MARRIAGE.

MURRAY-BRAND.—On April 16th, at
Shanghai, DOUGLAS BENNETT MURRAY,
only son of C. H. Murray, Esq., of
Bury, Sussex, to JULIA MARY,
youngest daughter of the late David
BRAND, Esq., of Shanghai.

DEATHS.

STARK.—On April 14th, at Shanghai,
WILHELMINA MENLESS, the dearly
beloved wife of CHARLES EDWIN
STARK.

BASSETT.—On April 14th, at Shanghai,
KATHERINE BASSETT, widow of the late
Capt. T. BASSETT, aged 87 years.

HONGKONG OFFICE: 10A, DES VAUX ROAD C.
LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND, 1915.

LITERATURE OF THE WAR.

The distinction of having written what
is generally acknowledged to be the most
graphic narrative of the operations lead-
ing up to the first great Battle of Ypres
belongs to Mr. WILL IRWIN, a specially
gifted American writer, who contributed
to the London *Daily Mail* the brilliant
account which we print to-day on
pages 3 and 7. We say advisedly
"the first great Battle of Ypres,"
because the telegrams of the last
few days have been telling us of a second
big battle in the same district which has
evidently been no less sanguinary, and
scarcely of less importance and signifi-
cance than the first, though the signifi-
cance of the second is of a somewhat
different order. The significance of the
first victory was that it put an effective
check to the German advance, while the
feature of the second is that it marks
a stage in the great offensive of the Allies.
The great encounter near Ypres during
the past week will serve to lend added
interest to the operations described by
Mr. IRWIN. "When history runs a
thread through the confusions and ob-
scurities of Armageddon," says Mr.
IRWIN, "historians may call the Battle of
Ypres the most vital battle in the annals
of the island empire." His narrative
is a veritable epic on the magnificent
courage and tenacity of purpose shown

POWERS OF A LIQUID.

by our troops in the extremely critical
situation in which they found themselves
in the early stages of the war, i.e. covering
the retreat from Mons, with eventually
the victory of the Marne, and then the
advance and the prolonged battle of the
Aisne and the culminating victory of
Ypres. Field-Marshal Sir JOHN FRENCH,
in his memorable despatch on the Battle of
Ypres, said the deeds of the Army on this
occasion would furnish some of the most
brilliant chapters in the Military history
of our time. Mr. IRWIN's narrative,
written some months after the event, when
full information became available, makes
a story that will live in the literature
of the country. "Not Crocy, nor Blen-
heim nor Waterloo now seem more im-
portant," he writes. "The Battle of
Ypres closed the last gap in the
combined-defensive operations of the
Western Allies. It made impossible—short
of an utter collapse of the Allied Armies
—any further German move on Paris or
any move to take the French in the rear.
Most importantly to England, it sealed
the road to Calais; that vital, critical
port, within eyesight of the English coast.
Further, more English troops were en-
gaged here than in any previous battle
of the Empire, more Germans than in
the whole Franco-Prussian War—a hun-
dred and twenty thousand English against
six hundred thousand Germans. It seems,
in its relation to the whole picture, like
one of those brigades which won immortal
glory in old wars by holding a crucial
point on a battle-line. As to
lock the line from La Bassée to the
sea coast England—60,000 men out of
120,000 engaged—a proportion of loss
greater than any previous war ever knew
—there is no need to apologise for the
length of the narrative. The literary
power and skill which are revealed in Mr.
IRWIN's presentation of the facts place
this story on a very high plane of literary
accomplishment. It conveys to the reader,
in a way that official despatches fail to
do, the full meaning and the vital im-
portance of the operations in which the
British Army were engaged, and the glow-
ing tribute of admiration, which the
author pays to the magnificent
manner in which the Expeditionary
Force added lustre to the glorious
traditions of the British Army, forms
an epic which no man can read
unmoved. As coming from the pen of
an American observer the tribute will be
all the more appreciated by British read-
ers. The Battle of Ypres is by no means
the last great battle. That at Neuve
Chapelle, which has been fought since,
was the most sanguinary single action in
which the British Army has yet engaged,
unless it has been surpassed in the success-
ful fighting of the past few days westward
of Zwartewaten on the Ypres-Commines
railway. The splendid fighting qualities
of our troops have provided and will con-
tinue to provide much material for bril-
liant chapters in the history of the coun-
try, but whatever importance subsequent
successes may have in the general plan
of operations, nothing can detract from
the high importance and significance of
the Battle of Ypres, which is so graphi-
cally described in the article we reproduce
in to-day's issue, and which we cordially
recommend everyone to read.

A mail for Europe via Siberia closes
to-morrow at 1 p.m. and at 4 p.m.

Mr. F. R. J. Adams, civil engineer
and architect of Canton, has received
news of the death of a brother at the
front.

From Japanese sources we learn that
Dr. G. E. Morrison has concluded a
contract to extend his services to Presi-
dent Yuan Shih-kai as a Political
Adviser for another five years.

At the Magistrate yesterday a Chinese
shopkeeper of Yaumati was fined \$50 for
offering for sale a pig that was diseased.

Mr. Adam Gibson, Colonial Veterinary
Surgeon, gave evidence to the effect that
the carcass of the pig was in a very bad
state.

Mr. Cheung Tsoi, the inventor of a
system of Chinese shorthand, is giving a
lecture this evening in Chinese before the
members of the Chinese Young Men's
Christian Association at 8 p.m. Mr.
Cheung Tsoi will explain the principles
of his system and give demonstrations.

The bursary offered by the Engineer-
ing Society of China for the best pass in
mathematics in the Junior Cambridge
Local examinations has been won by Chu
Win-ching, a pupil at St. Francis
Xavier's School, Shanghai. He secured a
pass in arithmetic, geometry, algebra,
trigonometry, mechanics, mensuration,
survey, and geometrical drawing. In the
number of marks gained the winner was
closely followed by three other boys of
the same school. The award this year
was made by the Cambridge Local
examiner.

AN AGREEMENT REACHED.

The cases were again mentioned at the
Summary Court yesterday in which
Messrs. Shawan, Tomes & Co., as liquida-
tors of Reuter, Brockleman & Co., sued
the Onger Machinery Co., of 47, Queen's
Road Central, for the return of twelve
sewing machines, or, in the alternative,
the payment of \$514.

Mr. Sheaton (of Messrs. Deacon, Looker,
Deacon & Harston), speaking on behalf
of both parties, said that the case would
now be settled on the following terms:
In the case in which the Onger Machinery
Co. were suing Messrs. Shawan Tomes &
Co. for \$300, being money due on a pre-
vious contract with Reuter, Brockleman
& Co., that would be withdrawn, and in
reference to the present action the Onger
Machinery Co. would return on Saturday
next to Messrs. Shawan, Tomes & Co.,
as liquidators, seven machines of the
value of \$301, such machines to be in good
order and condition. They would also
pay the sum of \$513, representing \$213
value of the machines still in their posses-
sion, and \$300 costs.

The case was adjourned for a week to
enable this to be done.

"UNDER TWO FLAGS."

There was a disappointing audience at
the Theatre Royal last night, when the
Howitt-Phillips Company presented
"Under Two Flags," adapted from
Ouida's famous novel bearing that title.
The piece gave Miss Gertrude Godart,
who has proved herself one of the most
accomplished actresses that has visited
Hongkong, liberal scope for the display
of her talent, and her portrayal of the
character of "Cigarette," the pet of the
Algerian Army, was exceptionally good.
As "Berlie Cecil Royallieu," the scion
of a noble English family, who bears
the burden of a brother's crime and exiles
himself in Algeria as a soldier in the
French Army, Mr. Charles Howitt fully
sustained his high reputation.

The Company gives its last performance
to-night, when the sporting comedy "A
member of Tattersall's" will be pro-
duced.

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Council is to be held
this afternoon. The orders of the day
are as follows:—

First reading of a Bill intituled, "An
Ordinance to provide for the levy of
Estate Duty payable in respect of the
estates of deceased persons."

First reading of a Bill intituled, "An
Ordinance to provide for the incorpora-
tion of the Mother Superior in this
Colony of the Society of the Sœurs de
Saint Paul de Chartres" by which the
institution known as the Asile de la
Sainte Enfance and as the French Con-
vent is carried on."

First reading of a Bill intituled, "An
Ordinance to amend the Alien Enemies
(Winding up) Ordinance, 1914, and to
give power to stay actions against alien
enemies."

Second reading of the Bill intituled,
"An Ordinance to provide for the levy
of Estate Duty payable in respect of the
estates of deceased persons."

Committee on the Bill intituled, "An
Ordinance to amend and consolidate the
law relating to Chinese Passenger Ships"
as defined by the Chinese Passengers Act,
1855, and concerning Asiatic Emigrants
generally."

THE WAR.

GERMANY'S ENORMOUS LOSSES.

ENEMY PREPARING TO EVACUATE MENIN.

BRILLIANT FEAT BY H.M.S. "TRIUMPH" AND "MAJESTIC."

IMPORTANT SUCCESS IN SOUTH AFRICA.

NO NEED FOR CONSCRIPTION IN GREAT BRITAIN.

PRIME MINISTER & MUNITION WORKERS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE LATEST BRITISH SUCCESS.

REPORT BY FIELD-MARSHAL FRENCH.

LONDON, April 20th.

Field-Marshal French in a bulletin issued this evening reports:—

On the 17th inst. we exploded a mine under Hill 60 on the Ypres-Comines railway, westward of Zwarteleen, and immediately attacked and took possession of the whole of the enemy's trenches on the hill. We put the trenches won in a state of defence during the night, despite a heavy bombardment causing many casualties.

The enemy renewed the bombardment towards morning and counter-attacked with determination. Stiff hand-to-hand fighting ensued. The British infantry, fighting with great gallantry and determination, well supported by artillery, drove off the enemy with complete success.

Our losses were very heavy, but the Germans suffered still more severely, particularly from machine-guns, which caught them in close order in the open. Throughout the 18th inst. the enemy repeatedly renewed their attacks, desperately trying to recapture a position which is of great importance. They once gained a footing on the southern slope, but were promptly defeated, and the whole hill by nightfall was in our hands.

The ground gained has been consolidated and this morning (19th inst.) the enemy's attacks ceased, but they continued to bombard the hill.

We captured four officers and 45 men.

GERMANS PREPARING TO EVACUATE MENIN.

LONDON, April 20th.

It is stated at Rotterdam that the fighting south-east of Ypres was of the fiercest description. Wounded are arriving at Bruges unceasingly.

It is reported that the enemy are preparing to evacuate Menin.

ALL COMMUNICATION WITH BELGIUM STOPPED.

BELIEVED TO BE DUE TO THE MOVEMENT OF GERMANS.

AMSTERDAM, April 20th.

A telegram from Maastricht says that all communication with Belgium has been stopped. No traveller, even if provided with a proper pass, is allowed to cross the frontier in either direction.

This prohibition is believed to be connected with the movements of German troops.

LIES TO JUSTIFY BROKEN PLEDGES.

GERMAN ALLEGATIONS AGAINST THE BRITISH.

LONDON, April 20th.

Field-Marshal Sir John French emphatically denies the German statement that the British have been using asphyxiating gases in the Ypres district.

Any such statement, says Sir John French, is false, and is doubtless made in order to justify the use of these gases by the Germans, who freely employed them in their attacks on Hill No. 60, despite the fact that they signed the clause in the Hague Convention eliminating from warfare the use of asphyxiating gas.

GERMAN SAVAGERY.

"PRISONERS WERE NOT TAKEN."

LONDON, April 20th.

Extracts from German letters are quoted by "Eye-witness," giving an account of the treatment accorded to prisoners of war, and they make the most painful reading. The diary of a German officer dated December 19th says that:

"the sight in the trenches of the fury, not to say bestiality, of our men beating to death wounded Englishmen—affected me so much that for the rest of the day I was fit for nothing."

An extract from another letter says that some Englishmen, being surrounded, surrendered after a gallant resistance, "but they got mercy! Rifle butts were turned and we went for them and made sparks fly. Prisoners were not taken."

A French civilian, who has returned from captivity, predicts that more than a quarter of the prisoners in Germany will die of hunger before six months, while the remainder will suffer for the rest of their lives from the horrors of their captivity.

Some inhabitants returning from the occupied area brought samples of bread issued to them which was a kind of soft brown dough largely composed of potatoes and extremely indigestible.

ARTILLERY ACTIONS IN FRANCE.

PARIS, April 20th.

To-day's *communiqué* reports particularly lively artillery actions at Soissons, Rheims and Argonne.

THE FRENCH STILL NIBBLING.

PARIS, April 20th.

The evening *communiqué* states that fifty incendiary shells have been dropped upon Rheims.

There has been artillery fighting, unsupported by infantry, in Champagne. In Argonne slight progress has been made between the Meuse and Moselle. Near the Flirey-Essey road our attacks have slightly progressed.

At Bois le Pretre the Germans violently bombarded the French positions in the regions of Croix des Carmes. The attempted attack was promptly stopped by the French Artillery.

Two counter-attacks at Hartmannswillerkopf were repulsed.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A POSITION RECAPTURED.

PTEROGRAD, April 20th.

A *communiqué* states:—The enemy in the direction of Stry gained a footing on the height at Oravetz. We counter-attacked in the evening and recaptured the positions, taking prisoners, the exact number being at present unknown.

We mined a German trench at East Rozanka, and took the position at the point of the bayonet, capturing prisoners and guns.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

THE EMPIRE OF THE AIR. BRITISH STILL IN THE ASCENDANT.

LONDON, April 20th.

Field-Marshal Sir John French reports an improvement in the weather, which has been followed by increased aeroplane activity, our airmen, as usual, defeating the enemy.

The Germans unsuccessfully exploded a mine at Saint Eloi, and harmlessly exploded three others at La Bassée.

SUPERIORITY OF BRITISH AVIATORS.

LONDON, April 20th.

An American correspondent referring to the superiority of British aviators describes a fight between British and German aeroplanes above the German lines. He counted 32 smoke balls, each betokening a straggler, ranged regularly above two British machines as they drove a German into British territory. After a battle lasting 1½ hours the German was brought down, the aviator being killed.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE BALKAN STATES. SIGNIFICANT MOVEMENTS.

NISH (Serbia), April 21st.

An official message states that several bands of Bulgarian *Comitadjis* have entered Serbia during the past few days. Troops were sent to meet them.

Seven hundred Albanians attacked the (Turkish) frontier near Ochrida on Sunday and a battle ensued, but details of it are lacking.

BRITISH SUCCESSES IN THE PERSIAN GULF.

LONDON, April 20th.

In the House of Lords, the Earl of Crewe said the successes achieved in the Persian Gulf did great credit to the commanders of the troops. Our cavalry on the 18th inst. reached Makhalan, which they found had been abandoned, though strongly entrenched. Up to the present it had not been possible to follow the enemy by water beyond Gushshyah, but the commander had ordered the channels to be reconnoitred. The commander at Shaiba, from personal observation, estimates the enemy's casualties on the 14th inst. at not less than 2,500.

BRITISH CAMPAIGN IN MESOPOTAMIA.

DISSENSION BETWEEN TURKS AND ARABS.

LONDON, April 20th.

Replying to a request for information about the British operations in Mesopotamia, EARL CREWE, speaking in the House of Lords, said that we had been under no delusions regarding the probability of attack by considerable Turkish forces. That was why we strengthened our position by despatching troops thither from India and Egypt.

His lordship laid emphasis on the fact that the operations threatening the oil-fields pipeline in the neighbourhood of the Karun River represented the object of the Turkish attack.

Referring to the co-operation of the Arabs with the Turks, Lord Crewe said the reports he was receiving seemed to indicate considerable disaffection and dissension between the Arabs and the Turks. It might, therefore, be hoped that as the campaign proceeded and the Turks received more lessons like that at Shaiba the Arabs would be less inclined to join them.

VON DER GOLTZ.

AMSTERDAM, April 19th.

Field-Marshal von der Goltz has been appointed Commander of the First Turkish Army.

SUSPENSION OF PARIS-MARSEILLES-BRINDISI EXPRESS.

LONDON, April 20th.

The P. & O. Company announces that the Paris-Marseilles-Brindisi Express has been suspended.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL EXPLOIT. VOLUNTEER CREWS DESTROY WRECKED BRITISH SUBMARINE.

GALLANT CONDUCT OF MEN OF THE "TRIUMPH" AND "MAJESTIC."

LONDON, April 20th.

The Admiralty announces that the British submarine *E15*, which went aground in the Dardanelles while attempting to carry out a difficult operation, was in danger of being captured in a serviceable condition. The Turks made great efforts to secure her. Long range fire of British battle-ships had failed to destroy the submarine. Consequently two picket boats, one from the *Triumph*, under Lieut. Commander Eric Robinson, who commanded the expedition, assisted by Lieut. Webb and Midshipman Woolley, the other from the *Majestic*, under Lieut. Godwin, manned by volunteer crews—attacked the submarine. The boats were subjected to very heavy fire. It is estimated that 200 rounds were fired from the *Triumph* and when the crews were only a hundred yards distant they had also to encounter the fire of a number of smaller guns at short range. Nevertheless, the submarine was torpedoed and rendered useless.

The *Majestic's* picket boat was holed and sunk, but the crew were saved by the other boat. The only casualty was one man who died of wounds.

Vice-Admiral de Robeck, the British Commander-in-Chief of the operations at the Dardanelles, speaks in the highest terms of all concerned in the exploit. The Admiralty has promoted Lieut. Commander Eric Robinson to the rank of Commander and requested the Vice-Admiral in command to report the officers and men with a view to recognition of their gallantry.

DUTCH STEAMER STRIKES A MINE.

LONDON, April 19th.

The crew of the Dutch steamer *Olindia* have been brought to Grimsby. The steamer struck a mine in the North Sea on a voyage from Seabam to Rotterdam.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE PRIME MINISTER AND MUNITION WORKERS. UNPRECEDENTED REQUIREMENTS AND A SHORTAGE OF LABOUR.

LONDON, April 21st.

The Rt. Hon. H. H. Asquith, the Prime Minister, received a great ovation while visiting Newcastle to-night for the purpose of addressing the munition workers. He affirmed with emphasis that he saw no sign in any quarter of the King's Dominion of any flagging of the national spirit. Practically every household was contributing to the fighting force, and everyone working with brain and muscle to maintain the supply of necessary munitions was equally a combatant.

This was the nation's war, and no one was worthy of the name of a British citizen who was not participating in it. There had been an unprecedented rush of recruits in a spirit of the finest self-sacrifice. The same spirit was needed in the munition factories.

He affirmed that there was not a word of truth in the statement that the work at the Front had been crippled by a lack of supplies. (Loud cheers.) There had not been any general slackness on the part of employers or employees. The present situation was due to the unprecedented scale upon which ammunition was expended to-day, and to the shortage of skilled labour owing to the success of recruiting. (Cheers.) He was convinced that when the factories were organised and mobilised all would be well.

The Rt. hon. gentleman concluded by mentioning the late Mr. Gladstone's saying that Britain was contributing her best blood to the war, but there were others not on the battlefield who were showing manful honest heroism as deep as those who were standing in the fighting line. (Great cheering.)

NO NEED FOR CONSCRIPTION.

LONDON, April 20th.

In the House of Commons at question time, Mr. Lloyd George announced that the Government was not of opinion that there was any ground for believing that the war would be more successfully prosecuted by means of conscription. Lord Kitchener was very gratified with the response to the appeals to the nation.

GERMANY'S ENORMOUS LOSSES.

TWO AND THREE-QUARTER MILLION MEN.

AMSTERDAM, April 19th.

According to the latest Prussian casualty lists the total German losses are 2,750,000.

GERMAN ABSURDITIES. HOLLAND AND ENGLAND THE OBJECTS OF PIOUS HOPES.

LONDON, April 20th.

Eye-witness present with General Headquarters gives instances of the absurd forms that are assumed by German hatred. Thus gasometers at Dieden-hoven are painted in enormous letters with the word "Gott Strafe England," while recently soldiers in the trenches were heard shouting "Gott Strafe Holland."

GERMAN RESPECT FOR OUR ARTILLERY.

LONDON, April 20th.

Eye-witness present with General Headquarters reports that the fire from our trench mortars lately has been very effective. A few days ago, opposite Gevinchy, our concentrated fire drove the Germans from their front trenches to the second line, where they received the attention of our artillery.

The prisoners taken express great respect for our artillery, and especially for our field guns, whose shrapnel is splendidly timed.

IRON CROSSES DESPISED. WHOLESALE DISTRIBUTION TO "FAVOURING DEADHEADS."

LONDON, April 20th.

The wholesale distribution of Iron Crosses—says "Eye-witness"—has caused the decoration to be despised by the fighting troops, who say they are being given to "favouring deadheads," who have never even heard the sound of a bullet. No fewer than thirty thousand Crosses were distributed before the fall of Liege.

"PROUD AND OBSTINATE." GERMAN SOLDIERS' VIEW OF BRITISH PRISONERS.

LONDON, April 20th.

In his latest report, Eye-witness says that the German private soldiers consider that the British prisoners are very proud and obstinate. They say that they refuse to work in mines and factories like other prisoners. They are not allowed to work in the fields, which, apparently, they are willing to do, for fear of concerted attempts to escape. Consequently they are more strictly guarded and more harshly treated.

THE CASUALTY LISTS.

LONDON, April 20th.

The latest casualty lists contain the following names:—

Killed.—J. Nisbet and R. Waddell. Wounded.—D. C. Chisholm, I. Davies, J. N. Guthrie, P. D. Harris, G. E. Hill, G. Pears, and W. Roderick.

LOCAL GOVERNMENT IN INDIA.

THE KING'S REPLY TO THE LORDS' ADDRESS.

LONDON, April 20th.

H.M. the King, acknowledging the address presented by the House of Lords against the proclamation of a Council for the United Provinces, says he will give directions that no further proceedings shall be taken upon the draft proclamation, but without prejudice to the making of a new draft.

IMPORTANT SUCCESS IN SOUTH AFRICA.

CAPE TOWN, April 21st.

An important success is officially reported, the Union Forces occupying a town and railway in the centre of Keetmanshoop, German South-west Africa.

CAPE TOWN, April 21st.

General Smuts has issued an Army Order which states that, with the seizure of Bethany, Seehelm, and Keetmanshoop, the southernmost provinces of Damara Land (forming part of German South-West Africa) from the Orange River on the south to Luderitzbucht on the west, and Hasuur on the east have been occupied.

The central, eastern and southern forces hitherto operating separately will now co-operate in forming a southern Army, as distinguished from General Botha's northern Army.

OPERATIONS IN AFRICA.

LONDON, April 20th.

Lord Lucas informed the House of Lords that, as a result of the recent operations, East Africa and Nyasaland were quiet. Anglo-French forces in the Cameroons were dealing with the German strongholds at Mandara Hills and Beuna River. French columns had also penetrated from Ubungishari into the Middle Congo and Gabon territories.

UNITED STATES NEUTRALITY. THE PRESIDENT EXPLAINS ITS MOTIVE.

NEW YORK, April 21st.

President Wilson, in a speech delivered at the Associated Press luncheon, declared that the neutrality of the United States was not due to any petty desire to escape trouble. It was dictated by a much greater motive. The United States would acquire the distinction of being a nation capable of self-control, and would therefore be bound to play an important part in adjusting the affairs of the world at the end of the war.

He added that the United States did not desire a foot of anybody's territory.

CHINESE TELEGRAMS. ["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PEKING NEGOTIATIONS.

PEKING, April 21st.

Another Conference between the Japanese and Chinese negotiators took place to-day.

Sixteen questions on the subject of the negotiations have been tabled in the British Parliament, and the answers given to these are expected to disclose the British official views.

NEGOTIATIONS INTERRUPTED.

[FROM THE "CHUNG NGOI SAN PO."] PEKING, April 21st.

The Japanese Minister has received orders to stop temporarily the Conference on the subject of the demands which Japan is making on China.

[HAVAS SERVICE.]

LONDON, April 19th. The *Times* announces that negotiations between China and Japan have reached a deadlock.

[“DAILY PRESS” EXCLUSIVE TELEGRAMS.]

STATE CONTROL OF TELEGRAPHS AND TELEPHONES.

PEKING, April 21st.

An Ordinance providing for the State control of telegraphs and telephones has been promulgated to-day.

CHINESE BUDGET SYSTEM.

PEKING, April 21st.

A Presidential Mandate has been issued amending the Budget system. The financial year will begin on January 1st and end on December 31st.

BIGGER ARMY FOR THE UNITED STATES.

NEW YORK, April 19th.

Making an address here on Saturday, Mr. Garrison, Secretary of War, said that the need of a trained body of reserves and a large army was apparent. The United States, he said, will not be able to dodge the issue.

There came that night a special moment of decision for Sir John French; and on his decision perhaps rested the fate of the campaign. He himself has stated it undramatically in his despatches. Should he use the First to reinforce the Second and Third, thereby securing the ground already won on the right? They were drawn thin, the Second and Third—thin. One day, it is said, French, visiting the lines, talked to a colonel who was hard pressed. "We can't hold out much longer," said the colonel. "It is impossible!" "I want only men who can do the impossible," said French. "Hold!"

The Second and Third were doing the impossible. If any military force since wars began ever needed reinforcements it was this one. But there was the threat beyond Ypres at the point between the English left and the Franco-Belgian right—a place where the weak spot in the bladder might bulge and bulging too much break. Sir John French, "with the air," someone has said, "of a business man closing a deal," made his decision and turned in for a little sleep. He chose to let the Second Corps and the Third continue with the impossible. He sent the First Corps to the line about the city which has given name to this whole series of actions—Ypres. They incorporated what was left of Rawlinson's force; then prepared to dig in and hold.

THE GREAT ASSAULT.

Ten days followed in which nothing decisive happened and everything happened. The Germans rocked their attack from side to side, searching for the weak spot. They gained here; they lost there; but the line remained as it had been when Haig moved up his First Corps. The British held on, and continued to dig in.

Then came the 31st—the crucial day for England. The attacks had been growing stronger; across the lines the British heard the Germans singing as though working themselves up, German fashion, to a Berserk courage; captured orders showed that the Kaiser had commanded a great assault which should clear the way to Paris and to the sea. Before the sun was high on that morning of the 31st a British aviator vol-planned down to his own line with a wing damaged by shrapnel. He dropped from his seat pale and shaken. "A close call!" they asked. "It isn't that!" he said, "it's what I've seen—three corps, I tell you—against our First!" So he jerked out his story. He had seen the roads and ridges like anti-hills and anti-runs with men; he had seen new attacks going into position; he had seen far away the crawling grey serpents which were still more German regiments going to their slaughter. "And we're so thin from up there," he said, "and they're so many!" Hard on this came hurried news to headquarters from the front. The German artillery and a massed attack of German infantry broke the First Division of the First Corps near Ypres; the Division was going back. "We must have reinforcements," said the message. "I can give you my two reserves and my Headquarters Staff," replied French. Disaster followed.

The Royal Scots Fusiliers, remaining too long in a hot place, were for their very valour cut off. The Germans had found new artillery positions, had shelled General Douglas Haig's headquarters. A shell had burst in the house. Haig was outside at the time; but nearly every staff officer of the First Corps was killed or wounded. The army up there was almost headless—was fighting as individuals on primitive fighting instinct.

A day's march away from Ypres is the ford where 2,000 years ago Caesar had his close call from the Nervii. That was the battle where Caesar, snatching a shield from a soldier, himself plunged into the thick of things and, acting as line-officer and general all at once, rallied the Roman army. Warfare has changed, but manhood and leadership remain the same. French jumped into his motor-car and rushed to the line of the First Division. He did not so far as he thought. The line had retired four miles. Through his glasses he could see the close-packed quadruple ranks of German infantry attacking everywhere. And everywhere the English were fighting valiantly, but without method. They were in it to the last man—even the regimental cooks. The officers of infantry and cavalry were firing with the men, their servants loading spare rifles behind them.

RALLY UPON RALLY.

French, assisted by Haig, became a Headquarters Staff himself. They say that he risked his life twenty times that afternoon, as his motor-car took him from focus of trouble to focus of more trouble. He gave an order here; he encouraged an officer there. In the thickest of that day's fighting he left his motor-car and ran on foot to a wood where a brigade was giving ground. As he rushed in, a wounded private staggered into his arms. French laid him gently down and went on talking to his men, encouraging them, rallying them, until they held. He gathered up a part of the broken First Division and threw it at the flank of a German attack which was proceeding on the reckless theory that the English were totally beaten. The Germans broke; the British re-took Gheluvelt on the original line. On this story, and partly by move after move the closest and yet most daring strategy, but partly by the spirit of an army which begins to see victory, French snatched back the positions lost on that four-mile retirement and rested on the original line.

The English had merely held—technically—really, they had won the climactic action in that long battle which must determine the future course of this war. The cost of it was no less than the cost of other famous victories. One regiment went into that battle with 1,100 strong. They came out but 73. And most of their lost thousand went down that day before Ypres. Another regiment took 1,350 men to the western front. They had fewer than 300 when the battle of Ypres was won. Most of them, too, fell in this action of the 31st of October.

In old wars a battle lasted a day or two; victory came in an hour, and it was all over but the pursuit; the courier went forward to the capital; there was illumination and bell-ringing. In this new war no one, not even the commander-in-chief, may know the decisive moment; the day of real victory blends into days where the fight still goes on; to none of these modern battles is there as yet an end. The 31st of October was the decisive point of the action before Ypres; but no one knew it then. The attacks and counter-attacks, the digging in, went on. French troops began arriving in force to strengthen and make sure the line.

PRUSSIAN GUARD MOWED DOWN.

Nevertheless, the Germans had one more great assault on their programme. Ypres is the old historic capital of French Flanders; all the British observers noted a curious fact about the operations against Ypres. However heavy the German bombardment, the famous old Cloth Hall, the most beautiful

building of its kind in Flanders, went unscathed by the shells. It was saved, we know now, for a particular purpose. Kaiser Wilhelm himself was moving forward with a special force to a special assault which should finally and definitely break the Allied line at Ypres. To do this was to clear Flanders of the Allies; and then, as by custom he might, he intended to annex Belgium in the Cloth Hall of Ypres. He came with his own Prussian Guard; it was that Guard which, on the 15th, led another terrible massed attack. It was no less vigorous than the attack of the 31st; but the English, reinforced now by the French, met it better. Again the dense masses poured in; again the very officers fired until their rifles grew too hot to hold. When, that night, the strength of the German attack was spent, the better part of the Prussian Guard lay dead in a wood—lay, at some places, in ranks eight deep. The second and lesser climax was past. A fortnight more, and the line from La Bassée to the sea had been looked as thoroughly as the line from Switzerland to La Bassée. It had cost England 50,000 men out of 120,000 engaged—a proportion of loss greater than any previous war ever knew. It had cost the French and Belgians 70,000. That is a half-million in all. The American Civil War has been called the most terrible in modern history. In this one long battle Europe lost as many men as the North lost in the whole Civil War.

It happened so close to the capital of Great Britain that officers in a hurry are now making the trip from London to Headquarters in four hours. It happened in an age when intelligence travels by lightning. It happened in a day of that age when every mind in the Western world was awaiting hungrily for news. Yet the real news—the news that the battle of Ypres was decisive, on the western front, that it may rank with Waterloo and Blenheim for glory and for effect—that news is coming out only now, months after the event. In such strange times do we live!—Daily Mail.

CHINA AND CAPTAIN PAPPENHEIM.

The following letter from the Chinese Minister appeared in *The Times* last month:

Sir,—In the letter from your Peking Correspondent, published in your issue of the 13th inst., regarding the recent expedition into Mongolia of the Military Attaché of the German Legation in Peking, in which it is stated that the Russian Legation had "demanded" that the Chinese Government explain why Captain Pappenheim had been permitted to engage in such an expedition in violation of Chinese neutrality and seeming to inquire against the authorities. I am instructed to state that the suggestion in the closing words above—namely, that the expedition in question was made with the cognizance or connivance of the Chinese authorities—is at variance with fact as far as any violation of Chinese neutrality was intended or suspected. The expedition was stated to be a pleasure trip only.

As soon as the Russian Legation dispatch referred to was received an official was at once sent to the German Legation to inquire, and meanwhile a formal note protesting against the Attaché's alleged action was dispatched via a direct telegram of instructions was at the same time sent to the high authorities of Manchuria and Mongolia instructing them to detain the person in question and to stop him from going any further.

I remain, Sir, yours faithfully,
SAO-KE ALFRED SEE,
Chinese Legation, March 13.

THE SHAN VAN VOCHT.

(A new version by S. R. Lyngst.)

Sound the bugles to advance!
Says the Shan van Vocht;
For the Germans are in France,
Says the Shan van Vocht.
On their track there lies a stain
From their frontier to the Aisne,
And their brand is on Louvain,
Says the Shan van Vocht.
And their brand is that of Cain,
Says the Shan van Vocht.

Oh! we're always for a fight,
Says the Shan van Vocht;
Whether wrong or whether right,
Says the Shan van Vocht.
But the sons of Erin know—
For they learnt it long ago—
How to strike their hardest blow,
Says the Shan van Vocht.
When their foe is Freedom's foe,
Says the Shan van Vocht.

Oh! from Cork to Donegal,
Says the Shan van Vocht,
We have answered to the call,
Says the Shan van Vocht.
We are off to take our chance,
Sound the bugles to advance!
For the Germans are in France,
Says the Shan van Vocht.
And we'll drive them out of France,
Says the Shan van Vocht.

WAR BREVITIES.

It is officially announced that there will be no match between Eton and Harrow at Lord's this year.

John Bramble, a British prisoner in Germany, has been sentenced to 39 months' imprisonment on a charge of disrespect and disobedience because he assaulted a German sergeant who had struck him with a whip.

General von Blume, writing in the *North German Gazette*, states: "Criminal frivolity led Germany away in the hope that the war would be terminated by a victory with arms before the adequacy of her food supplies was tested."

An Amsterdam message says:—The sunken steamer *Groenland* still blocks the Scheldt. The Germans made repeated unsuccessful attempts to raise the vessel and then requested Holland to lend them the necessary appliances. The request was refused.

GERMAN SHIPPING PLOT.

ATTEMPTED "DEALS" IN THE U.S.

CONTROL OF ATLANTIC TRAFFIC.

[BY A CORRESPONDENT OF "THE TIMES."]

New York, March 11th.

The Hamburg-America Line, up to the hour of the outbreak of war, was engaged in an attempt to secure control of the International Mercantile Marine Company and so indirectly its vast fleet of North Atlantic liners. Although the facts leaked out last month in the course of an official inquiry in Washington, they, in some extraordinary fashion, escaped general public attention.

It appears that the Hamburg-America Line, acting through the well-known Baltimore shipping magnate, Bernard N. Baker, during the months of June and July, 1914, tried to purchase the entire bond issue of the International Mercantile Marine. These bonds, aggregating, roundly, \$14,000,000, and carrying with them the control of the company, had fallen to a price considerably below their normal level in the month of May. In his evidence on February 18th before the Special Senatorial Committee convened for the purpose of investigating the alleged existence of a Congressional "lobby" to influence legislation on the United States Ship Purchase Bill, Mr. Baker admitted categorically that he was employed by the Hamburg-America to negotiate the purchase of the International Mercantile bonds and confessed that the negotiations were still pending "almost immediately before the war."

Just before supplying the Senatorial Committee with this interesting information, Mr. Baker made statements of hardly less far-reaching meaning. He declared that during the closing days of the Taft Administration and the earliest days of the Wilson Administration he had been carrying on negotiations on behalf of the Hamburg-America Line for the formation of a great shipping company which was to operate in the coastwise trade of the United States both on the Atlantic and the Pacific side and through the Panama Canal. Fifty per cent. of the stock of this company was to be held by the Hamburg Company and the balance by American citizens. The ships in the new service were to be built in the United States. The Hamburg-America was also to build certain lumber vessels in the United States for trans-oceanic use. This project was abandoned, as was another revealed by Mr. Baker for the purchase several years ago of the Atlantic Transport Line by the Hamburg-America.

FORTHCOMING DEVELOPMENTS.

Special interest attaches to the above message because it seems that the affairs of the International Mercantile Marine Company are shortly to be thrown into the melting-pot. What significance should be attached to the scheme of the Hamburg-America Line can only be gauged after comprehension of the status of the bonds, on which interest was not forthcoming last October.

The bonds, as to roughly \$10,500,000, carrying 4 per cent. interest, are secured, *inter alia*, on the shares of the White Star, British Dominion, and Atlantic Transport Companies and a controlling interest in Frederick Leyland & Co. (Limited). The shares are held for the bondholders by two American trust companies. Bonds, as to roughly \$3,500,000, carrying 5 per cent. interest, are secured on the ships of the American Line, the New York, Philadelphia, St. Louis, and St. Paul, and on shares in the Belgian-American Line, and on property of the International Navigation Company. The trust deed provides that should there be a default of interest on the bonds, then, after six months' grace, the trustees should come into "actual possession" of the shares. As interest was not forthcoming on October 1st the six months' grace would elapse on April 1st next.

Should the Hamburg-America Line have carried through its plans of acquiring the bonds it is conceivable that in the event of default of interest Herr Ballin might have insisted on having his pound of flesh and claimed shares in the British and American Lines. Had he known that the war was imminent he would have known also that the difficulties of the International Mercantile Marine would at the same time be enhanced. But in securing a holding of shares he would have reached, for a time at least, the end of his tether. Under agreement with the British Government entered into when the International Mercantile Marine Company was formed in 1902 no ships of the White Star Line were to be transferred to a foreign flag for 30 years. The White Star Line, or the Oceanic Steam Navigation Company, is a British company, though its shares are held by an American corporation—the International Mercantile Marine Company.

NEW BANKING ENTERPRISE.

Sir Edward Holden, the chairman of the London City and Midland Bank, visited Paris last month on business connected with the establishment there of the French counterpart of his English bank, which has been projected for some time past. There will soon be a London City and Midland Bank (France) in Paris, just as there is a Lloyds Bank (France). In conversation with a representative of *The Times*, Sir Edward Holden drew attention to the notable increases lately in the deposits of the great British joint-stock banks, and particularly of the London City and Midland. He attributed the increase, in the case of his own bank, to two among other causes in particular. In the first place, business formerly done by German banks in London has gone to them. In the second, considerable profits were already being earned by English firms which had started to manufacture articles previously "made in Germany."

WEATHER REPORT.

On the 21st at 11.05 a.m.—Pressure has decreased quickly over S. Manchuria and N. China, S. Japan and the Bonins; it has increased slightly to moderately at all other stations.

The anti-cyclone has divided into two parts, one central over N. China, and one over N. Japan; the low pressure areas have filled up.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	East winds, moderate; fine generally.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

21st APRIL A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.m.	30.11	34	10	SE	1	o
Nemuro	6 a.m.	30.28	—	—	NW	1	—
Hakodate	—	30.28	—	—	NW	1	—
Tokyo	—	30.14	—	—	NW	1	—
Kobe	—	30.15	—	—	NW	1	—
Nagasaki	—	30.07	—	—	NW	1	—
Kagoshima	—	30.08	—	—	NW	1	—
Osaka	—	30.09	—	—	NW	1	—
Naha	—	30.07	—	—	NW	1	—
Shimonoseki	—	30.08	—	—	NW	1	—
Choshi	—	30.08	—	—	NW	1	—
Wakabayashi	—	30.19	43	ES	W	5	bc
Yokohama	—	—	—	—	—	—	—
Kawasaki	—	—	—	—	—	—	—
Changsha	—	30.81	68	—	N	1	om
Shanghai	—	30.19	69	—	N	1	om
Amoy	—	30.08	66	91	N	2	o
Swatow	—	30.02	69	91	N	2	o
Taihou	—	30.03	70	92	E	4	o
Taipei	—	30.00	72	—	N	4	o
Tainan	—	29.99	75	—	SE	2	o
Koshun	—	29.97	75	—	SE	2	o
Pescadore	—	30.10	72	—	SE	2	o
Canton	—	30.00	71	90	E	1	o
Hongkong	—	29.99	73	88	E	1	o
Gap Rock	—	29.98	—	—	SE	1	o
Wingau	—	—	70	88	SE	1	o
Yokohama	—	—	—	—	—	—	—
Hakohu	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	—	29.94	75	91	SE	4	o
Tourane	—	29.98	75	—	SE	4	o
Cape St. James	—	29.97	72	—	SE	4	o
Amoy	—	29.94	72	—	SE	4	o
Dagupan	—	29.97	75	—	SE	2	o
Manila	—	29.97	75	—	SE	2	o
Legazpi	—	29.91	75	—	N	1	o
Subolton	—	29.97	77	—	NW	1	o
Iloilo	—	29.96	79	—	N	1	o
Surigao	—	29.98	75	—	N	1	o
Labuan	—	—	—	—	—	—	—

C. W. JEFFRIES, Director.

1. Barometer, reduced to 29.92 inches, was 30.11 at level of the sea in inches, tenths not recorded.

2. Thermometers, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, by the method of air saturated with moisture being 10.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, a gloom, a haze, lightning, or overcast, passing showers, a squall, hail, snow, or thunder, visibility, wave (sea) 1 to 10, in fathoms, 2 tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 21st.

Barometer	30.02	30.04	30.03
Temperature	78	73	77
Humidity	84	83	82
Wind Direction	East	East	East
Force	4	2	4
Weather	o	o	b
Sea	—	—	—

Highest open air Temperature on 20th .. 80
Lowest open air Temperature on 20th .. 74

HONGKONG TIDE TABLE.

From 22nd to 27th April.

Day.	Hour.	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Thurs.	22	h. m.	ft. in.	h. m.	ft. in.
		No infer.	big.	nor low.	water
Fri.	23	1 0 a.	6 1	10 57 a.	1 8
		No infer.	big.	nor low.	water
Satur.	24	No infer.	high.	nor low.	water
		4 16 a.	5 9	—	—
Sun.	25	6 40 a.	6 6	0 11	1 6
		5 31 a.	6 0	11 43	3 7
Mon.	26	6 52 a.	6 1	0 46	1 7
		6 36 a.	6 1	0 42	2 9
Tues.	27	7 14 a.	6 0	1 18	1 8
		7 36 a.	6 0	1 52	2 1
Wed.	28	7 41 a.	6 3	1 49	1 9
		8 22 a.	6 8	2 24	1 9

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, LUERHA (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong: 23rd April. Connecting with "GUJARAT" 17th May.
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong: "SALAMIS" 15th June.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted With Wireless Telegraphy.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS

MARSEILLES, LONDON AND LIVERPOOL.

For Steamer Sails.

MARSEILLES & LONDON ... "KALOMO" ... On 10th May.

"CITY OF NEWCASTLE" On 20th May.

Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
GENERAL AGENTS.

Hongkong, 13th March, 1915.

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SHIPPING IN PORT.

STRANERS.

ADRIANA, British str., 3,000, W. Dunbar.

19th April—Chingwangtao 15th April.

Coal—Doddwell & Co.

BREITENBURG, British str., 3,000, H.

Wallace, 20th April—Singapore 14th

April, General—Order.

CHIAN MARU, Japanese str., 1,146, M.

Okaz, 17th April—Swatow 16th April.

Ballast—Order.

CHUYEN, Chinese str., 1,177, Ross, 15th

April—Shanghai 10th April, General.

—Chinese.

CHUNGKING, British str., 1,011, Rees

Low, 19th April—Swatow 14th

April—Butterfield & Swire.

CHUNGKING, British str., 1,418, C. J.

Matlock, 19th April—Kokichang

11th April, Rice—Jardine, Matheson

& Co.

DAIYA MARU, Japanese str., 2,759, Y.

Goto, 17th April—Wakamatsu 11th

April, Coal—Mitsui Bussan Kaisha.

FENGTEN, British str., 1,073, A. Harris,

18th April—Swatow 18th April,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	MALTA Capt. C. G. Smith, R.N.R.	Neon. 23rd Apr.	See Special Advertisement.
SHANGHAI	SARDINIA Capt. J. T. Jeffery	D'light 24th Apr.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NORE Capt. D. Asbury	10 A.M. 28th Apr.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NAGOYA Capt. W. H. Swaney, R.N.R.	About 10th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1915.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SAIGON	"KANSU"	On 22nd Apr. Noon.
SHANGHAI	"YINGHONG"	On 22nd Apr. 4 P.M.
SHANGHAI	"CHEMAN"	On 25th Apr. D'light.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Apr. 4 P.M.
SHANGHAI	"ANHUI"	On 27th Apr. 4 P.M.
SHANGHAI	"LIANGHONG"	On 29th Apr. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 4th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SHEW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN-SHEW STEAMERS "ANHUI" and "YINGHONG" and the S.S. "KANCHOW," "LIANGHONG" "LUOHOW" and "YINGHONG," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 22nd April, 1915. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN ALDENHAM	28th April.	On 13th May, 10 A.M. On 21st May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 25th April, at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 27th April, at 1 P.M.

FOR SWATOW AND RETURN (Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 26th April, at 10 A.M. WEDNESDAY, 28th April, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LARPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd April 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANTHIA" 5,192 tons, Captain Robertson will be despatched
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 24th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 21st April, 1915.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
*NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots	TUES., 11th May.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.
" " " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	£96.10.
" " " SAN FRANCISCO	£45. ...	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

MANZANILLO, SALINA CRUZ, PANAMA, CALLAO.

IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Sail
SEIYO MARU	14,000—15 knots	Wednesday, 13th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 281.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND

YOKOHAMA

HOMEWARD

MARSEILLES VIA PORTS ... ERNEST SIMONS ... On 1st May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

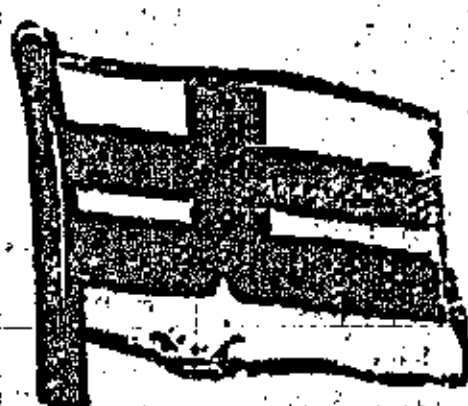
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA and TACOMA via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	FRIDAY, 23rd Apr., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcel.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"NIO MARU"	...	MONDAY, 26th Apr., at 7 A.M.
"JAVA MARU"	...	THURSDAY, 29th Apr., at 7 A.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	SUNDAY, 25th April, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 2nd May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 28th April, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU"	IMAZUMI	MONDAY, 26th Apr., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for 1st Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGEES ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO LONDON AND NEW YORK.

Connecting Steamer	Steamers	Leave	Leave	Connecting Steamer	Day at	Due at
YOKOHAMA	to	SHANGHAI	HONGKONG	from	MARSEILLES	PLYMOUTH
	COLOMBO.	RAI	KONG	MARSEILLES and LONDON	1 day later.	
P.M.			Noon.			
Apr. 12	MALTA	Apr. 19	Apr. 23	MOOREA	May 22	May 28
Apr. 26	SARDINIA	May 3	May 7	MALOJA	June 5	June 11
May 10	NUBIA	May 17	May 21	MODLTAN	June 19	June 25
	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers on the Steamers at COLOMBO. Accommodation in the competing Steamers from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.B.S.

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£65.	£65.	£65.	£65.	£65.
MARSEILLES	£61.	£61.	£61.	£61.	£61.
2nd Saloon	"A"	"A"	"A"	"A"	"A"
	£44.	£44.	£44.	£44.	£44.
	"B"	"B"	"B"	"B"	"B"
	£40.	£40.	£40.	£40.	£40.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'VILLE	Due at LONDON
	about	about	about	about	about	about
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVARA	May 10	May 21	May 28	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £45 Single; £65 Return. 2nd Saloon £30 Single; £45 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10% For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
		AND DISPLACEMENT	
MARSEILLES and LONDON	YASAKA MARU	21,000	FRIDAY, 23rd April, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ	MIYASAKI MARU	16,000	THURSDAY, 13th May, at Noon.
PORT SAID	Capt. Teranaka	16,000	May, at Noon.
VICTORIA, H'K. and SEATTLE VIA KEELUNG	SADO MARU	12,500	TUESDAY, 4th May, at 4 P.M.
SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU	12,500	TUESDAY, 18th May, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	MONDAY, 17th May, at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TANGO MARU	13,500	TUESDAY, 15th June, at 4 P.M.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	CEYLON MARU	13,500	SATURDAY, 1st May.
SHANGHAI KOBE and YOKOHAMA	BOMBAY MARU	5,000	MONDAY, 28th April.
	KAWACHI MARU	12,500	FRIDAY, 23rd April.
	KANAGAWA MARU	12,500	SATURDAY, 1st June.
	TANGO MARU	13,500	SATURDAY, 15th May, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
YASAKA MARU	25,000	Thurs., 22nd Apr.
MIYASAKI	16,000	13th May
KITANO	16,000	20th May
FUSHIMI	25,000	3rd June
HIRANO	16,000	17th June
KATORI	20,000	1st July

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
SADO MARU	12,500	Tues., 4th May
AWA	12,500	18th May
AKI	12,500	15th June
TAMBA	12,500	19th June
SHIDZUOKA	12,500	27th July

For Further Information as to Freight, Sailing &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.

